

AGN. NO. _____

MOTION BY SUPERVISORS ZEV YAROSLAVSKY AND
DON KNABE

February 28, 2012

Relates to Item #7

Today, the Los Angeles County Board of Supervisors has the opportunity to approve a new Los Angeles County Bicycle Master Plan. Adopting this Plan, (with just a few minor changes) will undoubtedly be a significant step forward for bicycling in LA County, and it will truly move the County's Bicycle Plan into the 21st Century. The Department of Regional Planning, and the Department of Public Health should both be commended for their roles in helping bring this Plan to fruition.

However, the Department of Public Works should be singled out for separate mention. In particular, the Director of Public Works, Gail Farber, her Deputy Director Pat DeChellis, and their team—including John Walker, Dean Lehman, Sree Kumar, Allan Abramson, Mary Reyes, Abu Yusuf, and Kristofor Norberg--have done a great job over the past several months responding to this Board's direction to "be innovative," they have worked with the bicycling community to create a platform by which all of the County's Departments can make bicycling safer, more convenient and more enjoyable for all bicyclists—and all potential bicyclists—in LA County.

To be clear, the adoption of this Plan is only a first step. The real work will come

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as the Plan is implemented, and as it is updated over time. All of the involved Departments should continue to work with the bicycling community, look for opportunities to innovate, and find ways to promote healthy, bicycle and pedestrian-oriented designs as part of the County's public infrastructure whenever it is newly built or updated. The Departments should keep these goals clearly in mind as they prepare the Mobility Element of the General Plan. Further, and consistent with this Board's repeated direction, the Model Design Manual for Living Streets should be one of the key guides for this effort.

However, making two technical changes to the Plan now will help ensure that the Plan's intent is clear, and will avoid unnecessary hurdles as the Plan is implemented: First, Section 1.5 (page 8) of the Plan should be modified to clearly state that Class II bikeways shall be deemed consistent with the Plan wherever a Class II or Class III bike route is mapped. This change will allow the County to implement a Class II bike route in any area mapped as a Class III bike route when the County determines upgrading the route is feasible without the need for plan amendment. Second, on pages xiv and 32, the sentence discussing what Bicycle Boulevards "can include" should be amended to make clear that a Bicycle Boulevard is intended to be more than a simple Class III route, and shall necessarily, and in every instance, include traffic calming features.

WE, THEREFORE, MOVE that the Board of Supervisors direct staff to make the following technical corrections to the Plan:

- 1) On page 8, add the following sentence: Class II bikeways shall be deemed consistent with the Plan wherever either a Class II or Class III Bike Route is mapped. Accordingly, no plan amendment shall be required when a mapped Class III Bike Route is replaced with a Class II Bike Route.

- 2) On pages xiv and 32, revise the sentence that currently begins “Bicycle boulevards can” to instead read: “Bicycle boulevards shall include signage, pavement markings, and traffic calming features, such as intersection treatments or traffic diversions.”

WE FURTHER MOVE that the Board of Supervisors close the Public Hearing and adopt staff's recommendations with respect to the amended plan, as set forth fully in the Board Letter, with the two additional changes described in this motion.

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